

I-77 RESURFACING / PAVING OPERATIONAL GUIDELINES

FOR ANY RESURFACING / PAVING OPERATIONS PERFORMED OUTSIDE OF ANY ESTABLISHED LANE CLOSURE, THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11, AND 12 OF THE 2012 STANDARD SPECIFICATIONS, TMP-4, TMP-5, AND THE FOLLOWING PROVISIONS:

1) PAVING LIFT REQUIREMENTS AND TIME LIMITATIONS

FOR PAVING LIFTS 2.0" OR LESS, BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION WITHIN 24 HOURS. IF NOT BROUGHT UP TO THE SAME STATION AND ELEVATION WITHIN 24 HOURS, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY ½ MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE SIGNS.

FOR PAVING LIFTS GREATER THAN 2.0", BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION BY THE END OF EACH WORK DAY UNLESS THE CONTRACTOR UTILIZES THE NOTCHED WEDGE PAVING METHODS AS DESCRIBED BELOW.

FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS UNTIL ALL LANES OF TRAFFIC ARE BROUGHT TO THE SAME STATION AND ELEVATION:

- A. DURING PAVING OPERATIONS, ANY PAVING LIFT GREATER THAN 2.0" FOR ASPHALT SURFACE COURSE MIXES SHALL BE MITIGATED BY HAVING AN APPROVED WEDGE APPARATUS ON THE PAVER THAT SHAPES THE EDGE 1.0" VERTICALLY AND THE REMAINING AT A MAXIMUM SLOPE STEEPNESS OF 2:1. FOR INTERMEDIATE AND BASE COURSE MIXES, USE AN APPROVED WEDGE DEVICE THAT SHAPES THE EDGE WITH A MAXIMUM SLOPE STEEPNESS OF 2:1. THE MAXIMUM PAVING LIFT ALLOWED TO USE THIS METHOD IS 3.0".
- B. AT THE END OF THE WORK DAY, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY ½ MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE SIGNS.
- C. IN THE NEXT DAY'S PAVING OPERATION AND NOT EXCEEDING 24 HOURS, THE CONTRACTOR SHALL BRING THE ADJACENT LANE TO THE SAME STATION AND ELEVATION BEFORE ANY FURTHER PAVING TAKES PLACE ON THE PROJECT.

2) PROJECT REQUIREMENTS

FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS:

- 1. CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER WILL NOT ACCUMULATE.
- 2. TRAFFIC CONTROL FOR THE MILLING AND/OR PAVING OF RAMPS SHALL BE DONE ACCORDING TO ROADWAY STANDARD DRAWING 1101.02, SHEETS 9 & 10 UNLESS OTHERWISE APPROVED TO BE CLOSED BY THE ENGINEER. IF APPROVED, CONTRACTOR WILL PROVIDE PLANS AND DEVICES FOR THE DETOUR AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 3. IF MILLED AREAS ARE NOT PAVED BACK WITHIN 24 HOURS, THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO, "ROUGH ROAD" (W8-8), "UNEVEN LANES" (W8-11), AND "GROOVED PAVEMENT" (W8-15) WITH A MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DUAL INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK.

** RSD DENOTES NCDOT 2012 ROADWAY STANDARD DRAWINGS

PHASING

STEP 1:

USING RSD 1101.01, SHEET 1 OF 3, INSTALL WORK ZONE ADVANCE WARNING SIGNS ON I-77 NORTHBOUND AND SOUTHBOUND.

STEP 2:

USING RSD 1101.02, SHEETS 4, 8, 9 & 10 OF 15:

COMPLETE PAVEMENT REHABILITATION ON I-77 UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE. FOR THE RAMPS THAT REQUIRE COMPLETE CLOSURE, REFER TO TMP-4 AND TMP-5 AND INTERMEDIATE CONTRACT TIMES. CLOSING RAMPS ONE AT A TIME, COMPLETE THE PAVEMENT REHABILITATION FOR:

I-77 AT SR 1138 (ARROWOOD RD.) OFF RAMP
I-77 AT SR 1164 (NATIONS FORD RD.) ON RAMPS
I-77 AT SR 1164 (NATIONS FORD RD.) OFF RAMPS

PLACE TEMPORARY PAVEMENT MARKINGS ON ALL NEWLY RESURFACED PAVEMENT BY THE END OF THE DAY'S OPERATION.

COMPLETE SURFACE DECK PREPARATION AND EPOXY OVERLAY ON BRIDGES NO. 45, 46, 70, 75 114, 116, AND 658 (I-77 N RAMP TO I-485). INSTALL TEMPORARY COLD APPLIED PLASTIC PAVEMENT MARKINGS ON BRIDGE DECKS BY THE END OF THE DAY'S OPERATION. SEE INTERMEDIATE CONTRACT TIMES.

COMPLETE BRIDGE DECK JOINT REPAIRS.

USE STD 1101.02, SHEET 3 AND 7 OF 15, ON SR 1138 (W. ARROWOOD RD.) AND SR 1128 (WESTINGHOUSE BLVD.) TO COMPLETE BRIDGE PAINTING WORK ON BRIDGES 45, 46, 114, AND 116.

USE STD 1101.02, SHEETS 4 AND 8 OF 15, ON I-485 TO COMPLETE BRIDGE PAINTING WORK ON BRIDGE 658.

STEP 3:

USING RSD 1101.02, SHEETS 4, 8, 9, & 10 OF 15, COMPLETE FINAL LAYER OF SURFACE COURSE.

STEP 4:

USING RSD 1101.02, SHEET 4 & 13 OF 15, AS NECESSARY, INSTALL FINAL PAVEMENT MARKINGS AND FINAL PAVEMENT MARKERS IN THE FINAL TRAFFIC PATTERN ON I-77 MAINLINE AND RAMPS.

STEP 5:
REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

<div>APPROVED: <div>DocuSigned by: Steve Kite E27CE30E10FC442...</div><div>DATE: 8/16/2016</div><div><div>SEAL 022104 ENGINEER JOHN S. KITE, II</div></div></div> <div><div>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</div></div>	<div><div>DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL</div></div>	<div>OPERATIONAL GUIDELINES AND PHASING</div>
---	---	---